Annual Transportation System Performance Report




LINCOLN
MPO
METROPOLITAN PLANNING ORGANIZATION



December 2020

U.S. Department of Transportation
Federal Highway Administration

Credit / Disclaimer Statement

"The preparation of the document was financed in part with funding from the United States Department of Transportation (USDOT), and administered by the Nebraska Department of Transportation (NDOT). The opinions, findings, and conclusions expressed in this publication are those of the authors and do not necessarily represent USDOT, or NDOT."

Introduction

Annual Transportation System Performance Report

December 2020

Performance-based transportation planning affords a structure to ensure that scarce resources are used effectively and equitably. The Lincoln MPO 2040 Long Range Transportation Plan (LRTP) is a performance-based plan – the community values of transportation are woven into the goals, objectives, and performance measures. The LRTP is based on a set of goals intended to implement the vision and support the transportation needs and community values, while aligning with national goals and federal planning factors. The purpose of this Annual Transportation System Performance Report is to evaluate and monitor changes in the transportation system, and assess whether the LRTP goals are being achieved.

This report is organized by the seven goals of the LRTP. For each performance measure, available current and historic data show the current system performance and the trajectory of historic trends, providing insight into the projects, strategies, and policies needed to meet the stated performance targets. Specific performance targets have been identified for some performance measures; in other cases, a desired trend (increase, decrease, or maintain) has been identified. Following is an overview of the LRTP goals, a list of performance measures under each goal and the page on which more detailed information for each performance measure can be found.

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Maintenance

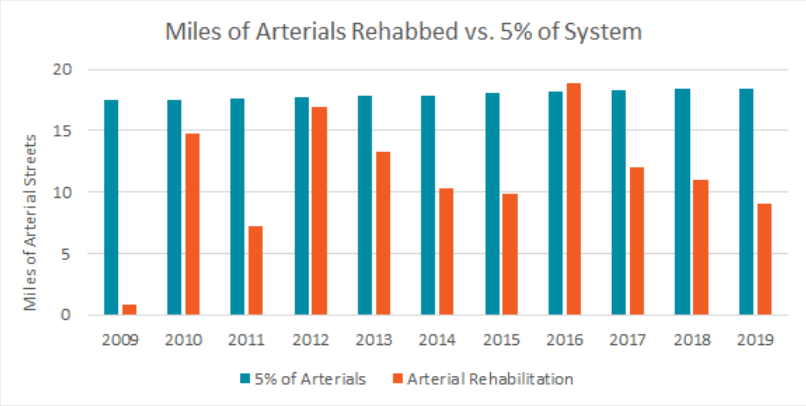
Goal: A well-maintained transportation system.

1

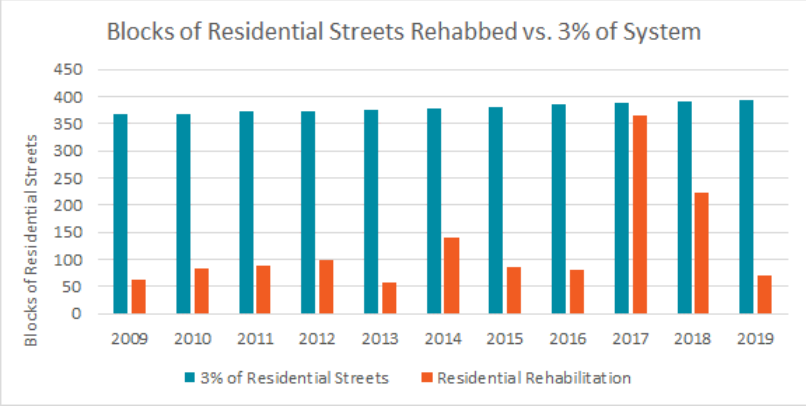
Performance Measure 1:
Percent of streets rehabilitated

Baseline Data:

Percent of Arterial Streets Rehabilitated = 2.4% (2019)
Previous 10 Yrs. Arterial Street Rehabilitation = 3.2% (2009-18)



Percent of Residential Streets Rehabilitated = 0.5% (2019)
Previous 10 Yrs. Residential Street Rehabilitation = 1.0% (2009-18)



Desired Trend and Performance Target:

- Rehabilitate five percent of the arterial street system each year.
- Rehabilitate three percent of the residential street system each year.

Data Sources:

- Lincoln Transportation and Utilities

Why is this important?

The City of Lincoln's pavement management system aims to make the best use of limited funding to keep the City's transportation system functional. Lincoln has about 2,675 lane miles of streets. Maintaining an updated survey of pavement condition provides important data on how to prioritize street repair projects.

Key Observations

The charts to the left show the actual miles (or blocks) of street rehabilitation (in orange) compared to the City's goal (in blue) of rehabilitating five percent of arterials and three percent of residential streets annually. That is, each arterial street would be rehabilitated once every 20 years, and each residential street once every 33 years.

Greater priority is given to arterial streets due to their higher traffic volumes, speeds and potential for rapid deterioration.

How are we doing?

In 2019, the City rehabilitated approximately nine miles (2.4%) of the arterial street network and approximately 70 blocks (0.5%) of residential streets.

What does this mean?

Arterial and residential rehabilitation in 2019 has decreased in comparison with the average of annual rehabilitation efforts for the past ten years. Investment in street rehabilitation of existing neighborhood and arterial streets has increased in FY 2019/2020 with the funding from a new quarter cent sales tax.

Maintenance

Goal: A well-maintained transportation system.

2

Performance Measure 2:
Trail conditions

Baseline Data:

Not available; the Lincoln Parks and Recreation Department is working to develop a methodology for assessing trail conditions.

Desired Trend and Performance Target:

Data unavailable.

Why is this important?

The community treasures Lincoln's trail system and maintaining the trails in a state of good repair is important. Collecting data on the condition of the trail segments will be helpful to the Lincoln Parks and Recreation Department in scheduling major rehabilitation projects.

Key Observations

Not available.

How are we doing?

Not available.

What does this mean?

Not available.

Maintenance

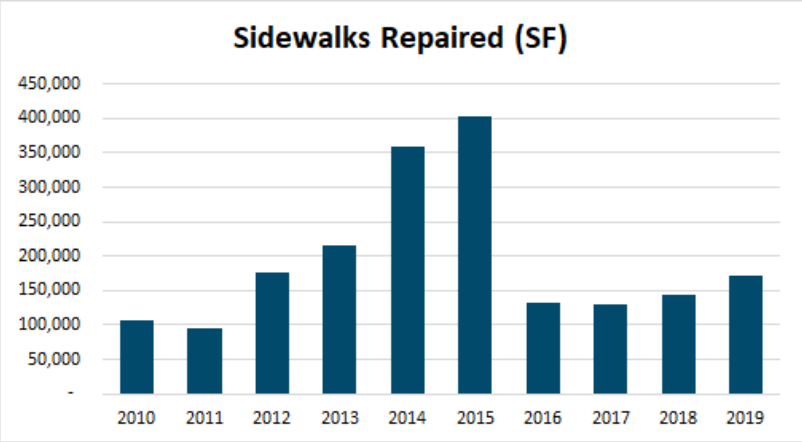
Goal: A well-maintained transportation system.

3

Performance Measure 3:
Square feet of sidewalks repaired

Baseline Data:

Square feet of sidewalks repaired = 171,507 (2019)



Desired Trend and Performance Target:

The sidewalk maintenance program is expected to continue to be funded with an annual budget of at least $1 million to meet the repair needs of the sidewalk system.

Data Sources:

- Lincoln Transportation and Utilities

Why is this important?

Sidewalks are essential for providing a multi-modal transportation network. Maintenance is needed when existing sidewalks develop cracks or heaving pavement. When sidewalks deteriorate, they create hazards for all pedestrians and limit mobility for individuals with physical challenges to reach their destination. Maintaining sidewalks in good repair helps ensure mobility and connectivity are positive attributes of the community.

Key Observations

The City has maintained a consistent annual budget of $1 million for sidewalk maintenance from 2016 to 2020. The goal of the City's Sidewalk Repair Program is to repair sidewalk separations greater than half an inch and comply with the ADA maximum slope criteria. Sidewalk repair projects often occur in combination with other Lincoln Transportation and Utilities projects such as street or utility work. This helps the City stretch the funds available for sidewalk repairs each year.

How are we doing?

In 2019, approximately 171,507 square feet of sidewalk panels were repaired, which equates to approximately 8.1 miles of sidewalk.

What does this mean?

The City maintains over 1,500 miles of sidewalk; continual maintenance is necessary to ensure the sidewalks are usable for pedestrians of all ages and abilities. The City uses priority repair contracts, curb ramp contracts and a limited reimbursement program to address sidewalk maintenance needs.

Maintenance

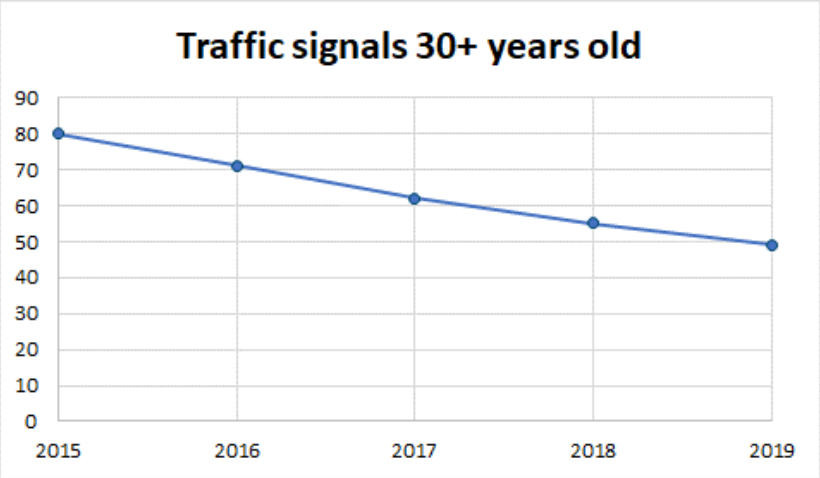
Goal: A well-maintained transportation system.

4

Performance Measure 4:
Age of traffic signals

Baseline Data:

Number of traffic signals 30+ years old = 49 (2019)



Desired Trend and Performance Target:

Continue to reduce the number of outdated traffic signals by eight to 12 signals per year.

Data Sources:

- Lincoln Transportation and Utilities

Why is this important?

The City of Lincoln maintains 430 traffic signals, including 349 full intersection signals, as well as pedestrian crossings, prepare-to-stop, and flasher locations. In 2015, over 20 percent of the City's traffic signal installations were older than 30 years. By replacing these older traffic signals, current signal technology can be introduced, resulting in reduced signal maintenance requirements as well as improved signal operations and coordination.

Key Observations

The number of outdated traffic signals has been reduced from 80 in 2015 down to 49 in 2019 – significant progress in reaching the City's goal.

How are we doing?

Lincoln Transportation and Utilities is reducing the total number of aging traffic signals by six to nine each year.

What does this mean?

With new traffic signals, the City is able to use current technology to improve signal operations and reduce delays. Replacing aging signals also minimizes potential structural failures and reduces potential injuries or property damages.

Maintenance

Goal: A well-maintained transportation system.

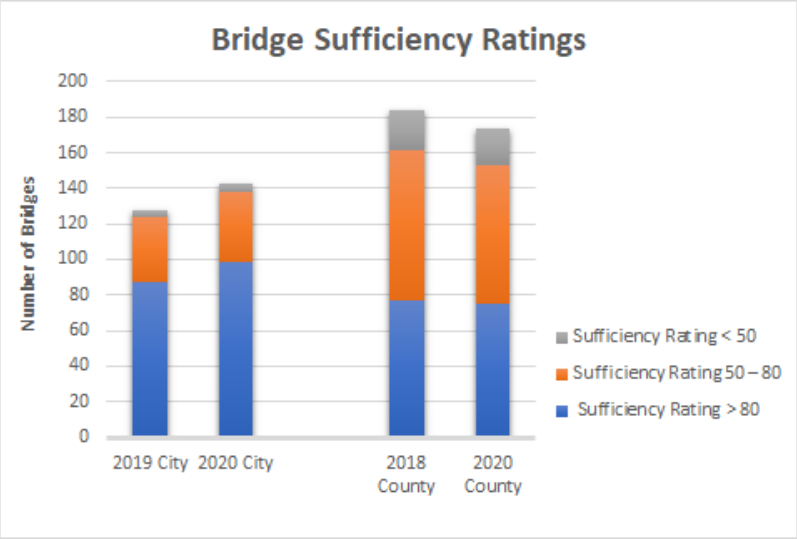
5

Performance Measure 5:
Bridge sufficiency ratings

Baseline Data:

City of Lincoln:
Percent of bridges with sufficiency rating > 80 = 69% (2020)
Percent of bridges with sufficiency rating > 50 = 97% (2020)

Lancaster County:
Percent of bridges with sufficiency rating > 80 = 43% (2020)
Percent of bridges with sufficiency rating > 50 = 88% (2020)



Desired Trend and Performance Target:

The City of Lincoln's target is to maintain at least 75 percent of bridges with a sufficiency rating above 80 and to increase the percentage of bridges with a sufficiency rating above 50 to 100 percent.

Data Sources:

- Lincoln Transportation and Utilities
- Lancaster County Engineer's Office

Why is this important?

Bridges provide important connections in the transportation system, providing vehicular, pedestrian, and bicycle crossings of highways and major roads, rivers, streams, and railroads, all of which would otherwise create barriers to connectivity. Maintaining the City and County bridges with functional and safe conditions is a critically important component of achieving the maintenance goal.

Key Observations

The City of Lincoln had four bridges with a rating below 50 in 2019 which increased to five in 2020.

In 2020, 21 Lancaster County maintained bridges fell below a sufficiency rating of 50.

How are we doing?

Between 2018 and 2020, Lancaster County saw a 1.3% increase in bridges with a sufficiency rating greater than 80 while bridges with sufficiency rating between 50-80 decreased by 0.9%. Bridges with sufficiency rating less than 50 decreased by 0.4%.

In 2020, the City fell behind their 75 percent (107 of 143) performance target of bridges having a sufficiency rating above 80. Currently, 99 bridges meet the target.

What does this mean?

Sufficiency ratings measures a bridge condition and ability to serve its intended function. Ratings range from 0 to 100, with 100 being the best. Low sufficiency ratings may result from structural defects, narrow lanes, low vertical clearance, or other factors that make it functionally obsolete. Bridges with ratings between 50 and 80 are eligible for rehabilitation, and bridges with ratings below 50 are eligible for replacement.

Maintenance

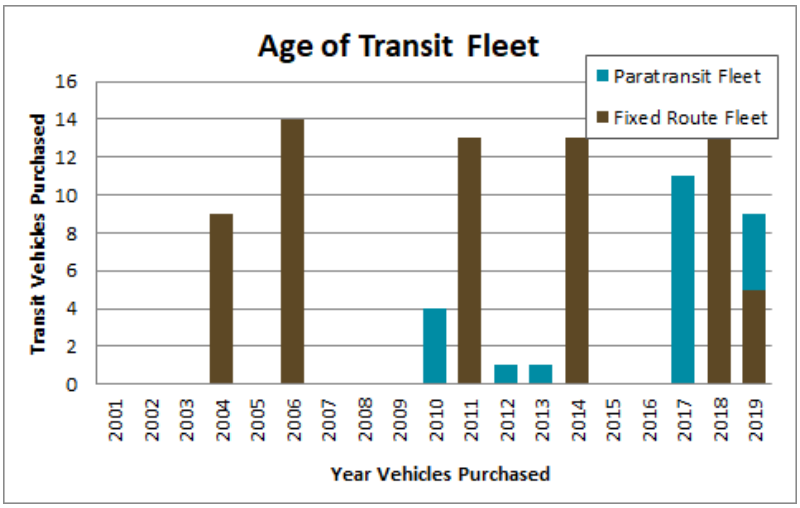
Goal: A well-maintained transportation system.

6

Performance Measure 6:
Age of transit vehicles

Baseline Data:

Number of transit vehicles 12+ year old = **23** (2020)



Desired Trend and Performance Target:

Reduce the number of transit vehicles 12+ years old.

Data Sources:

- StarTran's fleet inventory

Why is this important?

As transit vehicles age, the costs to maintain the fleet become higher, and there is a greater risk of breakdowns, which can be highly disruptive to the transit operations and riders.

Key Observations

There are 23 transit vehicles that exceed 12 years old. These vehicles account for 26 percent of the transit fleet.

How are we doing?

Since 2017, two new fixed route trollies, 16 new fixed route buses, and 15 new paratransit vehicles were purchased. This has resulted in replacing 18 transit vehicles over 12 years old.

An analysis of the structural and engine conditions of the StarTran fleet is conducted annually, which is utilized to develop the replacement schedule of busses.

What does this mean?

StarTran maintains a fleet of 67 fixed-route buses and 21 paratransit vehicles. All 88 vehicles are lift equipped. The StarTran fixed-route fleet must be replaced as vehicles are reaching the end of their useful lives.

Mobility and System Reliability

Goal: An efficient, reliable, and well-connected transportation system for moving people and freight.

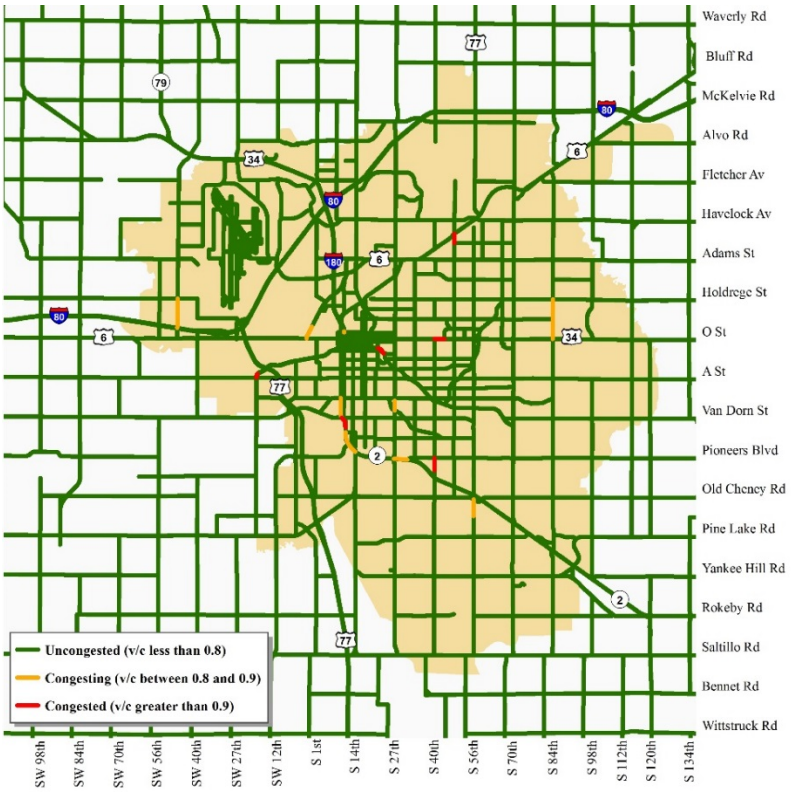
1

Performance Measure 1:
Congested roadways

Baseline Data:

Congested roadways (v/c > 0.9) = 0.5% of major road network within the City of Lincoln (2015)

Congested + congesting roadways (v/c > 0.8) = 1.5**%** of major road network within the City of Lincoln (2015)



Desired Trend and Performance Target:

Maintain at least 85 percent of roads in uncongested conditions.

Data Sources:

- Lincoln Transportation and Utilities
- Lincoln MPO TransCAD Travel Demand Model.

Why is this important?

Comparing traffic volumes with planning level capacities can be used in assessing the current congestion levels on the road network. Because this analysis uses planning-level capacities and daily traffic volumes, it does not explicitly account for delays or congestion that may be experienced at a particular intersection. This analysis provides a high-level snapshot of the current congestion.

Key Observations

To perform this analysis, a volume to capacity (v/c) ratio is calculated using daily traffic volumes and planning level capacities assumed for each roadway classification, area type, and number of lanes.

How are we doing?

Currently, only 0.5 percent of Lincoln's major road network is congested, while another one percent of the road network is becoming more congested.

What does this mean?

Overall congestion on Lincoln's roadway network is very low. The target of maintaining at least 85 percent of roads in uncongested conditions is being met.

Note: This measure is calculated approximately every five years as an element of the Lincoln MPO Long Range Transportation Plan update process.

The Lincoln MPO Congestion Management Process (CMP) provides an on-going, systematic, transparent, and continuous way for transportation planning in the metropolitan area to identify and manage congestion in a multi-modal manner. An update to the CMP was completed in May 2020.

Mobility and System Reliability

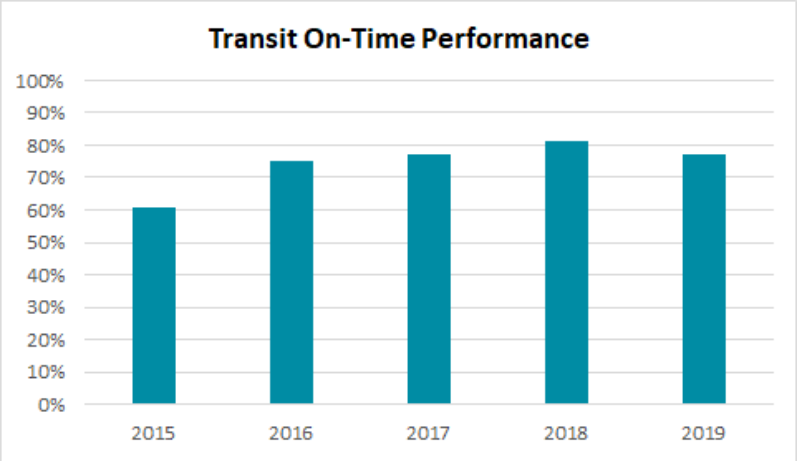
Goal: An efficient, reliable, and well-connected transportation system for moving people and freight.

2

Performance Measure 2:
Transit on-time performance

Baseline Data:

Transit On-time Performance = 77% (2019)



Desired Trend and Performance Target:

Achieve 85 percent on-time performance.

Data Sources:

- StarTran vehicles are equipped with automatic passenger counters (APC) that also record the time vehicles arrive and depart time points.

Why is this important?

Transit on-time performance refers to the schedule adherence – that is, the percent of time the bus arrives according to the published schedule. A higher percentage means more buses are on time. This measure addresses the reliability of the bus service, and is an important measure of the utility of the service for passengers.

Key Observations

StarTran's on-time performance is calculated as the portion of trips that arrive within five minutes of the scheduled stop time.

How are we doing?

StarTran data has shown an on-time performance of 77 percent in 2019, and improvements have been seen over the years since 2015.

What does this mean?

StarTran's 2019 on-time performance was lower than the desired 85 percent. However, it is the same or higher than the on-time performance for the previous two years.

Mobility and System Reliability

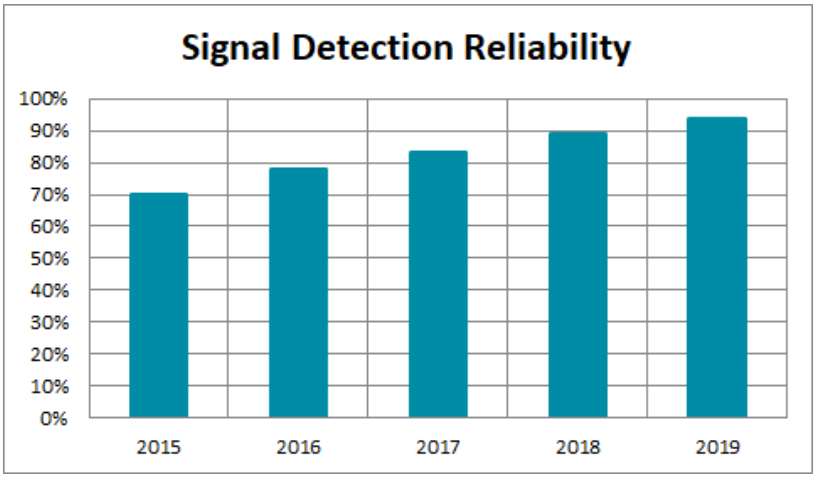
Goal: An efficient, reliable, and well-connected transportation system for moving people and freight.

3

Performance Measure 3:
Signal detection reliability

Baseline Data:

Signal detection reliability = 94% (2019)



Desired Trend and Performance Target:

Achieve 95 percent signal detection reliability

Why is this important?

Vehicle detection systems can detect vehicles arriving at a signalized intersection, sending a message to the signal controller that a vehicle is present. This message triggers the controller to give the waiting vehicle(s) a green indication. If the signal detection system is faulty, it may send false positive triggers to the controller, or conversely it may not detect a waiting vehicle. The reliability of the signal detection is important because it maximizes traffic flow efficiency.

Key Observations

The Green Light Lincoln initiative has resulted in considerable improvements to the signal detection reliability.

How are we doing?

The current signal detection reliability continues to increase year over year and was 94 percent for 2019. Signal detection reliability has increased by 34 percent since 2015.

What does this mean?

Signal equipment upgrades and signal timing improvements have resulted in improved detection reliability, which means people experience less delay at signals.

Data Sources:

- Lincoln Transportation and Utilities

Livability and Travel Choice

Goal: A multimodal system that provides travel options to support a more compact, livable urban environment.

1

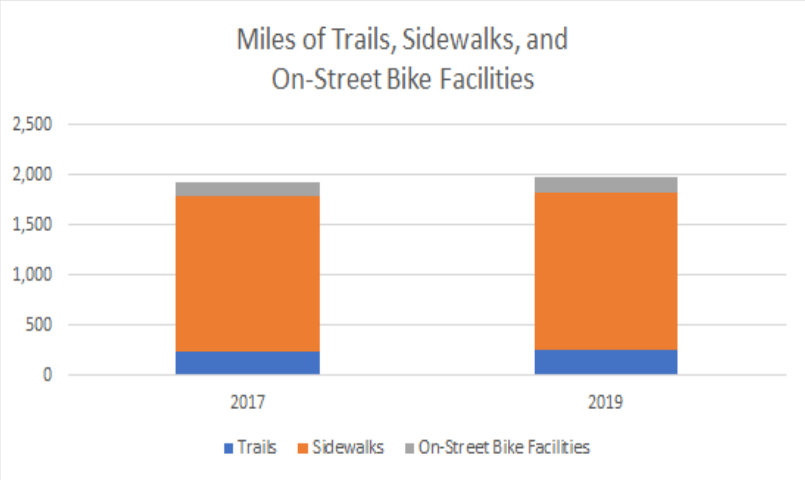
Performance Measure 1:
Miles of trails, sidewalks, and on-street bike facilities

Baseline Data:

Miles of Sidewalks = **1,577** (2019)

Miles of Trails = **255** (2019)

Miles of On-Street Bike Lanes/Routes = **144** (2019)



Desired Trend and Performance Target:

Increase the miles of the non-motorized transportation network to provide residents more options for travel.

Data Sources:

- Lincoln/Lancaster County Planning Department GIS database.

Why is this important?

Trails, sidewalks, and the street network (except for freeways) comprise the nonmotorized transportation network. Designated on-street bike facilities help to identify the best routes for bicyclists (bike routes) and to provide designated space for bicyclists (bike lanes). Trails, sidewalks, and on-street bike facilities are critical in providing travel choice options. As the network of nonmotorized infrastructure increases, residents have more options for travel and an increased quality of life.

Key Observations

In 2018, the City completed a road diet, adding bike lanes along 13th Street from South Street to A Street. Residential sidewalk miles were added along local and collector streets also.

How are we doing?

Lincoln continues to expand its trail, sidewalk, and on-street bike networks; increasing them by a total of two percent or 47 miles since 2017. In 2018, the Lincoln MPO completed the On-Street Bicycle Facilities Plan, which identifies opportunities to further expand the network.

What does this mean?

New trails, sidewalks and on-street bike facilities improve access throughout the City for bicyclists and increase connectivity between land uses.

The 2018 Lincoln MPO On-Street Bicycle Facilities Plan calls for:

- 11 miles of Bicycle Boulevards
- 7.5 miles of road diets
- 11.5 miles of lane diets
- 47 miles of bike routes
- 7.7 miles of street reconstruction projects
- 88 intersection enhancements
- 58 miles of sidepaths

Livability and Travel Choice

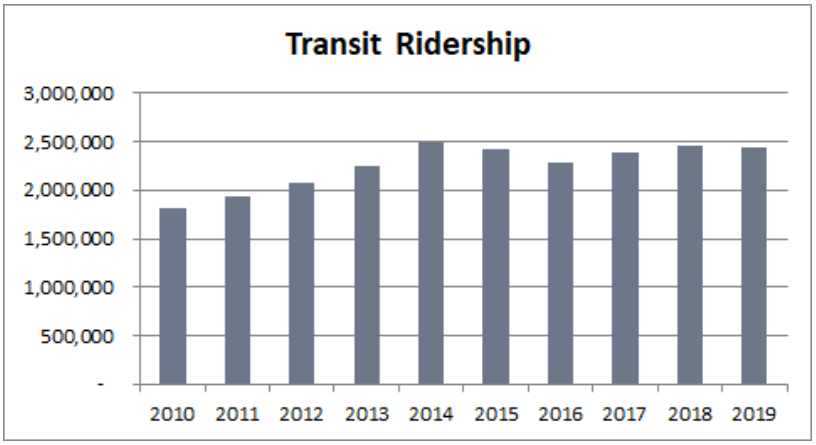
Goal: A multimodal system that provides travel options to support a more compact, livable urban environment.

2

Performance Measure 2:
Annual transit ridership

Baseline Data:

Annual transit ridership = 2,441,518 (FY18-19)



Desired Trend and Performance Target:

Increase StarTran ridership by 5 percent per year.

Data Source:

- StarTran's annual ridership inventory

Why is this important

The availability of a wide variety of mobility options, such as walking, biking, transit, and driving, is critical to maintaining or improving the quality of life for residents. StarTran's fixed-route bus and paratransit service in Lincoln is an important element of mobility options for the community.

Key Observations

StarTran's bus routing was modified in October 2016 to improve service efficiencies and allow for expanded hours of operations and increased frequency on some routes. The routing changes were done without any increase in transit funding.

Lincoln added a new Downtown Trolley in December 2018 which serves 13-stops. This increases the transit mobility for transportation between the State Capitol, downtown, University of Nebraska-Lincoln, the Lied Center, the Haymarket and multiple student housing apartments.

How are we doing?

StarTran has seen a steady growth in systemwide ridership over the past decade. After ridership dipped downward in 2015 and 2016, ridership numbers have grown by 5.2% (2017) and 2.9% (2018) in subsequent years. In 2019, ridership showed a slight decrease of 0.9%

What does this mean?

Transit ridership remains an important part of Lincoln's transportation network. Future service expansions identified in the April 2016 Transit Development Plan will require additional funding, but are expected to increase transit ridership in the future.

Livability and Travel Choice

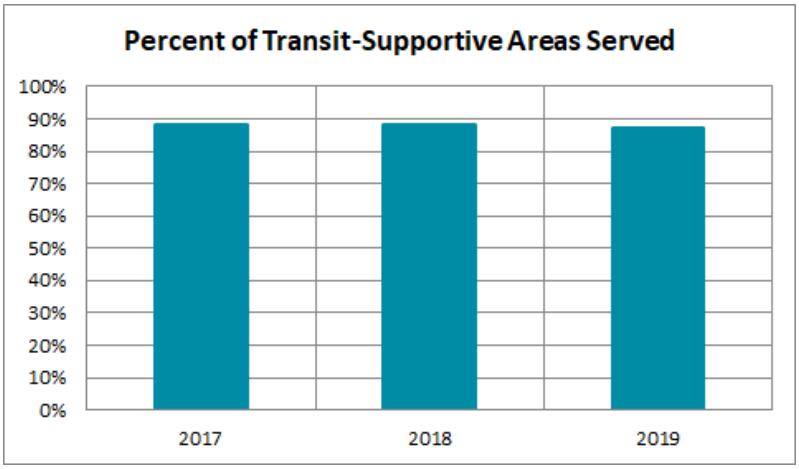
Goal: A multimodal system that provides travel options to support a more compact, livable urban environment.

3

Performance Measure 3:
Percent of transit supportive areas served

Baseline Data:

Percent of transit supportive areas served = 87% (2019)



Desired Trend and Performance Target:

The April 2016 Transit Development Plan identifies a standard of providing service to at least 90 percent of transit supportive areas.

Data Sources:

- StarTran's annual calculation using Transportation and Utility Department's GIS data

Why is this important?

Several studies have indicated that the distance an average person can reside from a bus route and still be considered to "have service" is one-quarter mile, which is approximately equivalent to a five-minute walk. Transit-supportive areas include major activity centers, employers or employment concentrations of 200 or more employees, health centers, middle and high schools, colleges/universities, shopping centers of over 25 stores, and social service/government centers. By providing transit service within one-quarter mile of these high-density areas, StarTran can optimize transit service in Lincoln.

Key Observations

StarTran implemented a new bus routing system in October 2016, as recommended in the April 2016 Transit Development Plan. One consideration in the rerouting was to focus service on transit-supportive areas. 2017 marked the first year of collecting this performance measure.

How are we doing?

In 2019, StarTran provided bus service to 87 percent of transit supportive areas. This is slight decrease from the previous two years. For the last three years, the average is 88 percent service to transit supportive areas.

What does this mean?

Performance is slightly below the target of 90 percent service to transit supportive areas. Additional funding is needed to expand transit service as recommended in the Transit Development Plan.

Livability and Travel Choice

Goal: A multimodal system that provides travel options to support a more compact, livable urban environment.

4

Performance Measure 4:
Projects incorporating Complete Streets elements

Baseline Data:

Project	Complete Streets (CS) Application
Bike Racks	Complete Streets funded project
Trail Counters	Discuss enhancing the trail counting system with additional counters and possible digital signage
Lincoln Bike Plan (On-Street Bicycle Facilities Plan)	Discuss the development of the On-Street Bicycle Facilities Plan with assistance from a consultant
84th Street RRFB	Complete Streets funded project
West A Project	Discuss design of West A project and pedestrian, transit, and bicycle amenities
Bicycle Boulevards Pilot Project	Discuss project ideas that could be incorporated into a Blue Zones grant
E-Scooters Sharing Program	Discuss how motorized scooter sharing programs work in other cities and how Lincoln should handle. Coordination was discussed with University of Nebraska
North 33rd & Cornhusker Subarea Plan and Cornhusker Highway Corridor Enhancement Plan	Discuss subarea plan and corridor enhancement plan and how pedestrian and bicycle traffic will be able to access the area

Desired Trend and Performance Target:

Continue to implement Complete Streets within the community.

Data Sources:

- Lincoln's Complete Streets Committee.

Why is this important?

In September 2013, the Mayor Beutler signed Executive Order 086476, which approved Administrative Regulation No. 35, establishing a policy for the development of Complete Streets. The purpose for this Executive Order/Administrative Regulation was to encourage the design and operation of a transportation system that is safe and convenient for all users, regardless of age, ability, or transportation mode through the development of Complete Streets.

Key Observations

The Executive Order/Administrative Regulation established a Complete Streets Committee to discuss how to implement Complete Streets within the community. The committee is an interdepartmental group composed of representatives from Planning, Transportation and Utilities, StarTran, Urban Development, Building and Safety, Parks and Recreation, and the Health Department.

How are we doing?

In 2019, the Complete Streets Committee members identified eight projects within their departments to be reviewed by the Committee. The Bike Share program launched in April 2018. During 2019, bike share had 44,045 rides while traveling a distance of over 80,000 miles, has expanded to 21 stations.

What does this mean?

A few projects reviewed by the Committee are funded by the Complete Streets program. The Committee continues to review projects that provide proper integration of bicycle, pedestrian, and transit access for all users.

Safety and Security

Goal: A safe and secure transportation system.

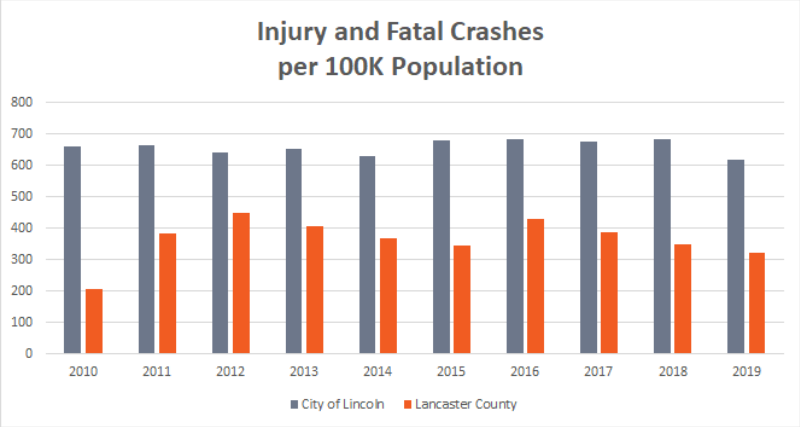
1

Performance Measure 1:
Injury and fatal crashes per capita

Baseline Data:

City of Lincoln:
Injury and fatal crashes per 100K population = 616 (2019)

Lancaster County:
Injury and fatal crashes per 100K population = 320 (2019)



Note: Lancaster County population is calculated as the total County population less the City of Lincoln's population.

Desired Trend and Performance Target:

Maintain an injury/fatal traffic crash rate of no more than 700 crashes per 100,000 population in the City of Lincoln.

Data Sources:

- Lincoln Transportation and Utilities
- Lancaster County Engineer's Office
- US Census data (annual population estimates)

Why is this important?

Traffic crashes are a major threat to public safety. Monitoring vehicle crash rates provides an understanding of how roadway safety improvements, vehicle safety advances, and driver education affect the number and severity of crashes. This measure tracks the number of injury and fatal crashes per 100,000 population.

Key Observations

Lancaster County's injury and fatal crash rate declined between 2016 and 2019. Within the City of Lincoln, the injury and fatal crash rate has decreased by nine percent since 2015.

How are we doing?

In 2019, there were 289 total crashes on Lancaster County roads, 91 of which involved injury and 5 of which were fatal. Within the City of Lincoln, there were 8,722 crashes in 2019, 1,763 of which involved injury and 19 of which were fatal. The City's injury/fatal crash rate remains below the target threshold of 700 crashes per 100,000 population.

What does this mean?

The City's Traffic Engineering Division and the County Engineer's Office continue to make strides toward improving traffic safety. These improvements include intersection improvements, signage, striping, signal timing, safety programs, driver education, and school safety programs.

Safety and Security

Goal: A safe and secure transportation system.

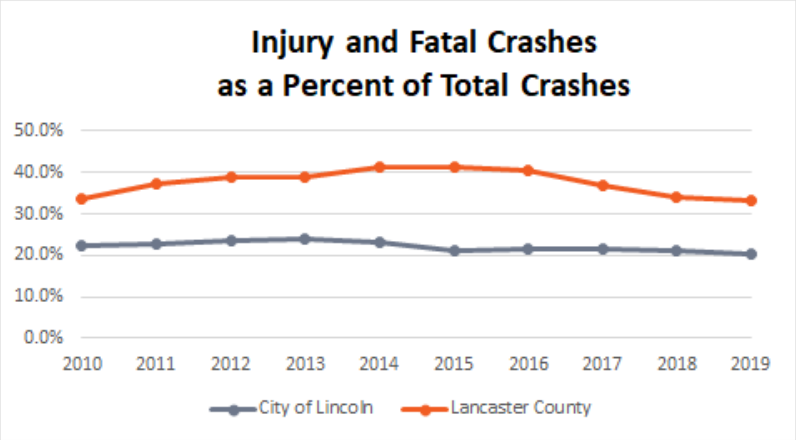
2

Performance Measure 2:
Percent of total crashes involving injury or fatality

Baseline Data:

City of Lincoln:
Percent of total crashes involving injury or fatality = 20.4% (2019)

Lancaster County:
Percent of total crashes involving injury or fatality = 33.2% (2019)



Desired Trend and Performance Target:

Decrease percent of total crashes involving injury or fatality to minimize financial consequences and human tolls.

Data Sources:

- Lincoln Transportation and Utilities
- Lancaster County Engineer's Office

Why is this important?

Traffic crashes are a major threat to public safety – particularly those crashes resulting in injuries or fatalities. The federal government has established a goal of eliminating serious injuries and fatalities on the highway system—the "Vision Zero" initiative is reflected in this performance measure.

Key Observations

Over the past five years, there has been an average of roughly 8,955 traffic crashes per year on Lincoln's transportation system and an average of approximately 285 traffic crashes per year on Lancaster County's roads. During the five-year time period (2015-2019), approximately 21 percent of the crashes in Lincoln have involved an injury or a fatality. The portion of injury or fatal crashes on Lancaster County roads has been higher—accounting for 33 to 41 percent of total crashes. This is not unexpected given the higher speeds on the county roads.

How are we doing?

The severity of crashes in Lancaster County has declined each year since 2015 to a rate of 33.2% in 2019. The severe crash rate in Lincoln was 20.4% in 2019 which was the lowest annual rate in the last ten years.

What does this mean?

The City's Traffic Engineering Division and the County Engineer's Office continue to make strides toward improving traffic safety. These improvements include intersection improvements, signage, striping, signal timing, safety programs, driver education, and school safety programs.

Safety and Security

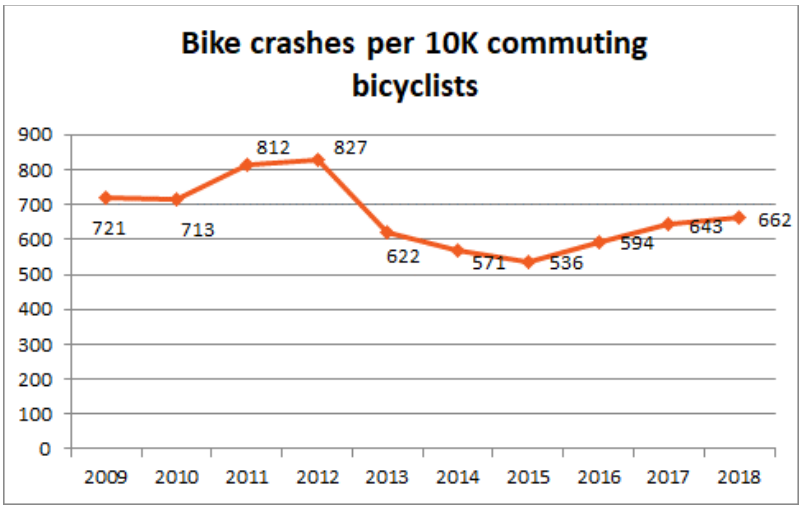
Goal: A safe and secure transportation system.

3

Performance Measure 3:
Bike crashes per 10K commuting bicyclists

Baseline Data:

Bike crashes per 10K commuting bicyclists in the City of Lincoln = 662 (2018)



Desired Trend and Performance Target:

The League of American Bicyclists (LAB) uses this measure as a key outcome for Bicycle Friendly Communities; the LAB's key outcome for gold Bicycle Friendly Communities is 100 or fewer bicycle crashes per 10K commuting bicyclists.

Data Sources:

- Lincoln Transportation and Utilities (bicycle crash data)
- American Community Survey (ACS) 5-year estimates (commuting bicyclists)
- Lincoln Bike Plan
- **Note**: A rolling 5-year average is used to monitor changes in this measure over time. For example, the 2018 data point is based on the number of bike crashes in Lincoln in 2018 and on the 5-year estimate of commuting bicyclists for 2014–2018.

Why is this important?

Crashes with motorized vehicles are a considerable safety risk to cyclists. The ideal data to monitor bicycle-involved crash rates are not available. This measure is a commonly used indicator that normalizes the bicycle-involved crash data (which are readily available) with the estimated number of commuting bicyclists in Lincoln (reported by the American Community Survey) as a surrogate for total bicycle activity.

Key Observations

In the past ten years, there has been an average of 141 bicycle-involved crashes per year in the City of Lincoln.

The 2018 Lincoln Bike Plan includes a goal to be recognized as a Gold Level Bicycle Friendly Community by the League of American Bicyclists (LAB). Reducing crashes and fatalities will be a key outcome to reach that goal.

How are we doing?

In 2018, there were 127 reported bicycle crashes with motor vehicles; 14 less than the average over the past ten years. Since 2009, the number of commuting bicyclists in Lincoln has increased except for a sizeable decline reported in 2017 and 2018. Overall, the number of bike crashes per 10,000 commuting bicyclists has increased in the previous four reported years – a negative trend.

What does this mean?

Bicycle commuting activity in Lincoln has generally increased over time until 2017. The rate of bicycle crashes has also increased in recent years. This is a negative trend for the safety of bicyclists in Lincoln and a possible deterrent for individuals that might consider biking to work or school. There is a need to continue to improve safety for bicyclists in Lincoln.

Safety and Security

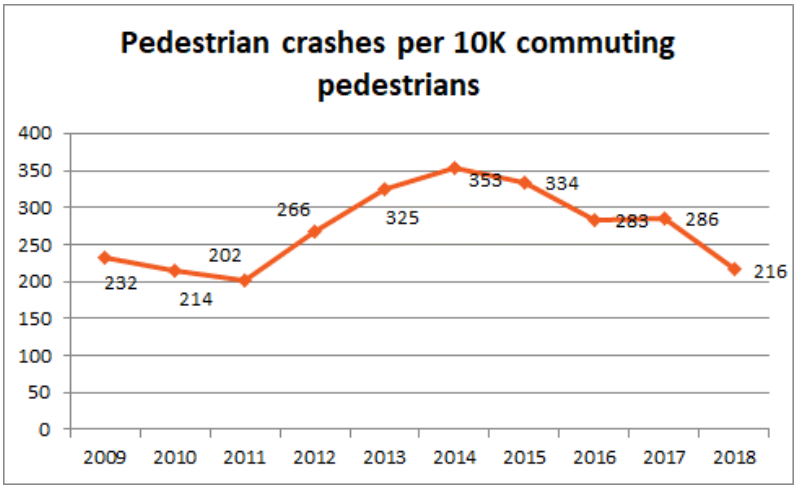
Goal: A safe and secure transportation system.

4

Performance Measure 4:
Pedestrian crashes per 10K commuting pedestrians

Baseline Data:

Pedestrian crashes per 10K commuting pedestrian in the City of Lincoln = 216 (2018)



Desired Trend and Performance Target:

Decrease the number of total crashes involving pedestrian crashes in the City of Lincoln to minimize financial consequences and human tolls.

Data Sources:

- Lincoln Transportation and Utilities
- American Community Survey (ACS) 5-year estimates (commuting pedestrians)
- **Note**: A rolling 5-year average is used to monitor changes in this measure over time. For example, the 2018 data point is based on the number of pedestrian crashes in Lincoln in 2018 and on the 5-year estimate of commuting pedestrians for 2014–2018.

Why is this important?

Crashes with motorized vehicles are a safety concern for pedestrians. Similar to the bike crash rate performance measure, this measure uses the number of commuting pedestrians (from ACS data) as a surrogate for the total level of pedestrian activity in Lincoln.

Key Observations

In the past ten years, there has been an average of 117 pedestrian-involved crashes per year in the City of Lincoln.

How are we doing?

There were 110 reported pedestrian crashes with motor vehicles in 2018, approximately six percent lower than the annual average of pedestrian crashes over the past ten years. Since 2009, the number of commuting pedestrians in Lincoln has fluctuated, with approximately 37 percent more walking commuters from 2014 to 2018. Overall, the number of pedestrian crashes per 10,000 commuting pedestrians has decreased by nearly 40 percent since 2014 – a positive trend.

What does this mean?

The rate of pedestrian-involved motor vehicle crashes is trending downward after years of increasing crashes between 2011 and 2014. The need to continue to improve safety for pedestrians in Lincoln continues to be a priority.

Safety and Security

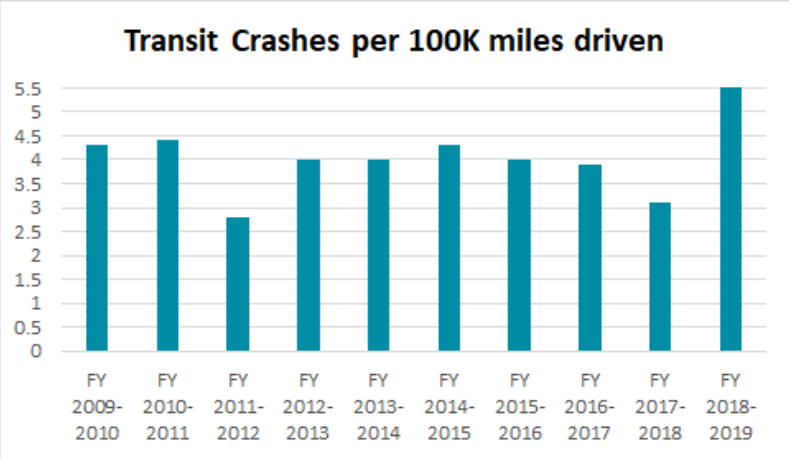
Goal: A safe and secure transportation system.

5

Performance Measure 5:
Transit crashes per 100K miles driven

Baseline Data:

Transit crashes per 100K miles driven = 5.5 (FY 2018-2019)



Desired Trend and Performance Target:

Maintain a crash rate of less than 3.8 transit crashes per 100,000 miles driven.

Data Sources:

- StarTran's annual calculation

Why is this important?

Riding the bus should provide a pleasant and safe riding environment for bus patrons. Crashes can cause injuries and disrupt patrons' riding experience.

Key Observations

StarTran recognizes that vehicle crashes cannot be completely avoided but works to reduce their number and severity. StarTran bus drivers must have a Commercial Driver's License, complete 40 hours of classroom training on safety, and have approximately 120 hours of supervised training behind the wheel before they are authorized to drive on their own.

How are we doing?

During Fiscal Year (FY) 2018-2019, the City averaged 5.5 transit crashes for every 100,000 miles driven by StarTran buses.

What does this mean?

Between 2014-2015 and 2017-2018, StarTran's crash rate trended downward from 4.3 to 3.1 per 100K miles driven. However, StarTran's crash rate in FY 2018-2019 was the highest rate in the last ten years.

A crash occurs when a bus collides with a stationary or moving object (another vehicle or an object). The number of crashes is then compared to the number of miles driven annually by StarTran buses. Crashes are assessed by the Accident Review Board, which consists of StarTran staff, bus drivers, and Lincoln Police Department. The Board determines if a crash was preventable or non-preventable as a basis for management to potentially assign disciplinary action.

Safety and Security

Goal: A safe and secure transportation system.

6

Performance Measure 6:
Number of programs/campaigns related to safety and security

Baseline Data:

The following safety related public awareness campaigns were implemented in 2019:

- Information sharing continued on the City's website and social media platforms for:
  - Flashing yellow arrow
  - Roundabouts
  - Rectangular Rapid Flashing Beacons
  - Share the Road
- Flashing yellow arrow fliers posted at Division of Motor Vehicle (DMV) locations

Desired Trend and Performance Target:

Increase public awareness about safe behaviors and the use of the new elements of the transportation system.

Data Sources:

- Lincoln Transportation and Utilities

Why is this important?

Educational programs and public information campaigns can serve as a highly effective means of improving safety and security by changing behaviors of travelers of all modes. Safety campaigns can cover a broad range of topics and should be focused to best reach the target audience for the particular topic. Examples of safety campaign topics include sharing the road (with bicyclists and pedestrians), wearing seatbelts, minimizing distracted driving, avoiding aggressive driving, stopping drunk driving, etc.

Key Observations

The City has focused its public safety campaigns on relatively newer elements of the transportation network such as flashing yellow arrows and roundabouts. Lincoln's social media platforms continue to increase the ability to distribute consistent and timely information about safety and security to the public.

How are we doing?

Public service announcements have helped to bring awareness to the proper use of these new elements of the transportation network and to take specific actions that protect vulnerable road users.

What does this mean?

The City plans to continue using public service announcements that are distributed online and through social media platforms to educate the community about safe behaviors and use of the transportation system.

Economic Vitality

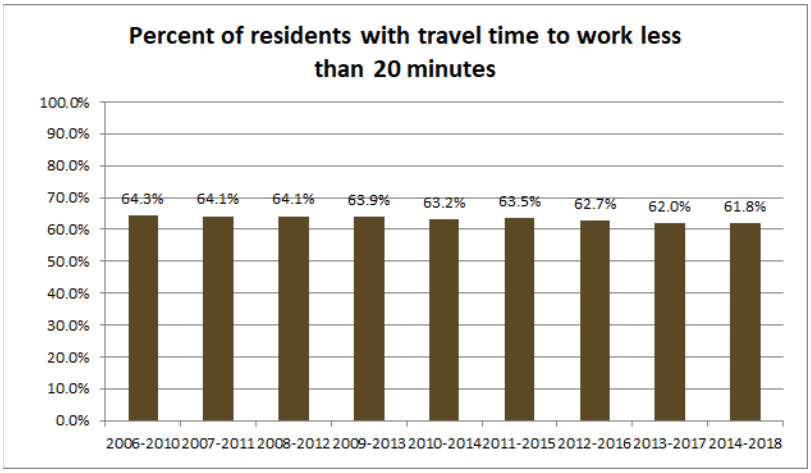
Goal: A transportation system that supports economic vitality for residents and businesses.

1

Performance Measure 1:
Travel time to work

Baseline Data:

Percent of Lincoln residents with travel time work < 20 minutes = 61.8% (2014–2018)



Desired Trend and Performance Target:

Maintain 60 percent or more of City residents reporting travel time to work as less than 20 minutes.

Data Sources:

- American Community Survey (ACS) 5-year estimates
- **Note**: A rolling 5-year average is used to monitor changes in this measure over time.

Why is this important?

Many factors influence the amount of time it takes to travel between home and work, such as mode of travel, the availability of desirable housing near job centers, and levels of traffic congestion. A lower travel time to work generally reflects a high quality of life and lower household transportation costs.

Key Observations

The percent of Lincoln residents who reside within a 20-minute commute of their place of work has remained very consistent in recent years.

How are we doing?

Based on the 2014-2018 American Community Survey, 61.8 percent of Lincoln residents live within a 20-minute commute of their place of work. This continues the ongoing trend of exceeding the 60 percent target for the City of Lincoln.

What does this mean?

A majority of Lincoln residents enjoy a relatively short commute time for work.

Economic Vitality

Goal: A transportation system that supports economic vitality for residents and businesses.

2

Performance Measure 2:
Jobs accessible in a 30-minute transit commute

Baseline Data:

Average number of jobs in Lincoln accessible in 30-minute transit commute = 71,738 (2019)

Desired Trend and Performance Target:

Improve transit connectivity, access, and frequency for all Lincoln residents to maintain or improve access to jobs with a 30-minute (or less) transit commute.

Data Sources:

- Center for Neighborhood Technology (CNT); Housing and Transportation (H+T) Affordability Index (jobs accessible in 30-minute transit commute).
- **Note**: CNT All Transit Data resource uses the terms "commute", "ride", and "trip" interchangeably, but the calculation method is consistent. Commute is inclusive of ride and trip included in this report.

Why is this important?

The number of jobs accessible in a 30-minute transit commute reflects the potential of employees to travel to work by transit in a reasonable amount of time. The numbers of jobs accessible in a 30-minute transit commute can be increased by expanding the transit service (expand existing routes, add new routes), by increasing the number of jobs along transit routes, or by using a combination of both approaches.

Key Observations

Center for Neighborhood Technology (CNT) All Transit application is the largest source of transit connectivity, access, and frequency data in America. The value indicates that, on average, a household in the specified geographic area (the City of Lincoln) could access the specified number of jobs by riding transit a half hour or less.

How are we doing?

Over 70,000 jobs accessible from the average household in Lincoln within a 30-minute transit commute. With approximately 149,000 jobs in the same data period, approximately 91% are within a ½ mile of transit. The StarTran Transit Development Plan led to system-wide route changes in 2016 for various reasons and benefits. An unintended consequence of the changes was a downward trend in access to jobs within 30-minutes because the distance from block groups to transit stops increased.

What does this mean?

Residents across the City can access a variety of jobs by a 30-minute (or less) transit commute. For individuals that do not have access to a vehicle or choose not to commute by vehicle, transit expands the number of jobs that can be accessed compared to biking or walking.

Economic Vitality

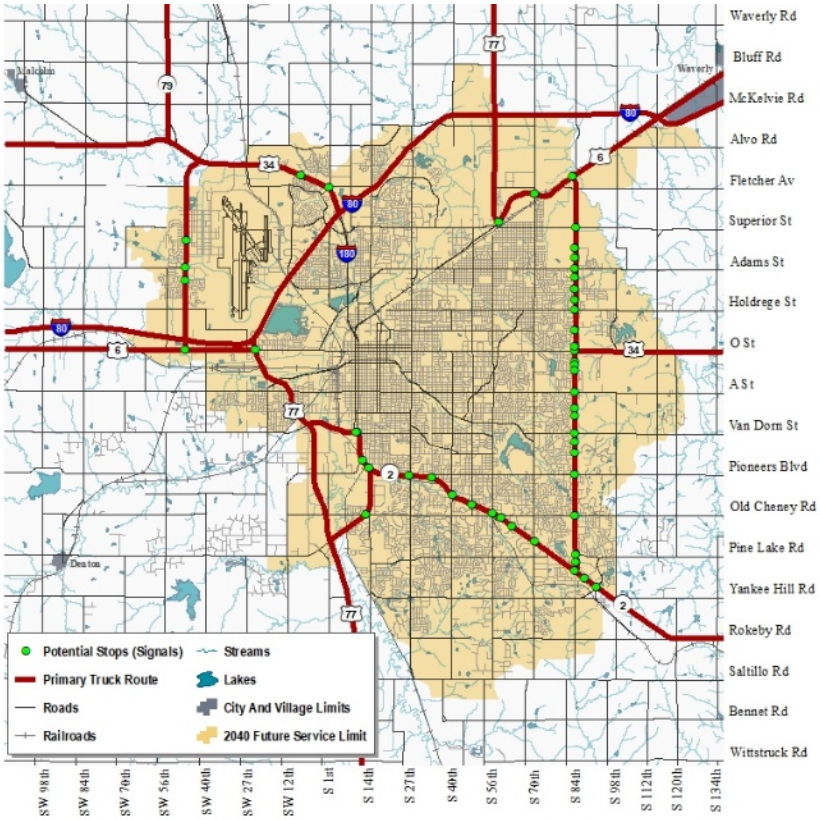
Goal: A transportation system that supports economic vitality for residents and businesses.

3

Performance Measure 3:
Number of potential stops on primary truck routes

Baseline Data:

Number of potential stops on primary truck routes = **51** (2019)



Desired Trend and Performance Target:

The proposed Lincoln South Beltway and the Green Light Lincoln program is expected to greatly improve freight movement.

Data Sources:

- Lincoln Transportation and Utilities

Why is this important?

The efficient movement of freight through Lincoln's transportation system is an important aspect of economic vitality. Access-controlled facilities such as interstates and expressways offer an efficient means for freight to be transported in and out of the Lincoln area. Trucks also use several arterial streets as a part of the primary truck route network, many of which have signalized intersections at half-mile or less intervals.

Key Observations

The number of potential stops along Lincoln's primary truck routes has not changed in the last three years.

How are we doing?

There are 51 signals along Lincoln's primary truck routes – each of which represents a potential stop (and associated delay) for moving freight through the City.

What does this mean?

These signalized intersections represent potential stops for trucks, which can result in slower travel times. The fewer signalized intersections that trucks are exposed to, the more efficient freight movement on the roadway network can be.

The Lincoln South Beltway project is projected to be completed in spring of 2024 which will improve the reliability of freight movement in the Lincoln area.

Economic Vitality

Goal: A transportation system that supports economic vitality for residents and businesses.

4

Performance Measure 4:
Exposure rating of railroad at-grade crossings

Baseline Data:

Railroad at-grade crossings with exposure rating > 100K = **11** (2019)

Rank	Street Crossing	Daily Exposure		
		Vehicles	Trains	Rating
1	Adams Street	11,870	44	522,280
2	N. 33rd Street	10,670	46	490,820
3	Old Cheney Road	12,320	24	295,680
4	N. 70th Street	5,160	44	227,040
5	W. A Street	8,600	22	189,200
6	W. Pioneer Boulevard	7,180	24	172,320
7	Saltillo Road	6,679	24	160,296
8	N. 141st Street	3,165	44	139,260
9	W. Van Dorn Street	5,400	22	118,800
10	N. 44th Street	2,600	44	114,400
11	S. Folsom Street	5,020	22	110,440

Desired Trend and Performance Target:

The Railroad Transportation Safety District (RTSD) is actively working to reduce the number of high exposure at-grade rail crossings.

Data Sources:

- NDOT Rail and Public Transportation Division

Why is this important?

A network of railroad tracks extends radially from central Lincoln; the railroad lines are important to the local economy. Many railroad crossings within the street network are at-grade and result in safety problems and travel delays, negatively impacting the local economy.

Key Observations

The daily railroad crossing exposure rating (daily trains multiplied by the number of vehicles per day) reflects the potential for crashes between trains and motor vehicles at crossings.

How are we doing?

There were 11 at-grade crossings with an exposure rating above 100,000 in 2019. This was one fewer than 2018 as South Street, Park Boulevard, and S. 14th Street each decreased below the 100,000 rating threshold and as N. 141st Street and N. 44th Street each increased above the 100,000 rating threshold.

What does this mean?

The Nebraska Department of Transportation (NDOT) – Rail and Public Transportation Division requires a minimum exposure rating of 50,000 to qualify for possible construction of a grade separation (underpass or overpass). The Railroad Transportation Safety District (RTSD) is actively working on a project that will eliminate at-grade crossings at Adams Street and N. 33rd Street. Another City project is under design which will reduce the exposure rating at Old Cheney Road by reducing traffic volumes. The RTSD is also working on a track relocation that would eliminate the W. A Street, W. Van Dorn Street, S. Folsom Street, and N. 141st Street crossings.

Environmental Sustainability

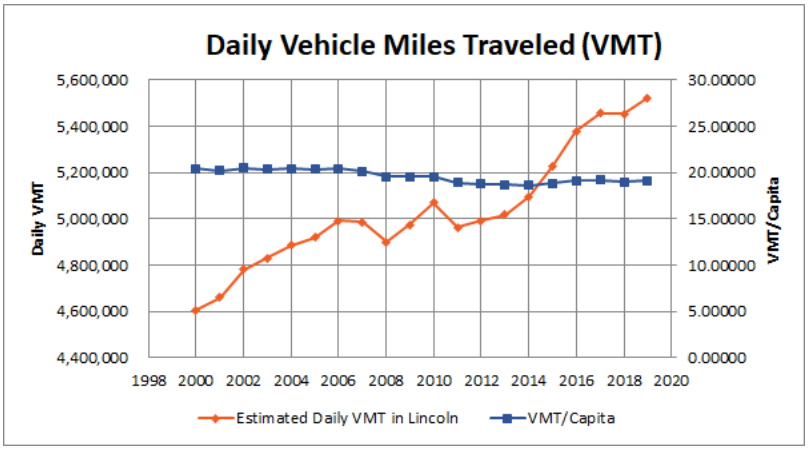
Goal: A transportation system that enhances the natural, cultural, and built environment.

1

Performance Measure 1:
Vehicle miles of travel (VMT)

Baseline Data:

Daily Vehicle Miles Traveled = 5,523,000 (2019)
Vehicle Miles Traveled Per Capita = 19.1 (2019)



Note: VMT estimates based on Urban Area Boundary

VMT Trend:
20 year average Growth Rate = 0.97% per year
10 year average Growth Rate = 1.06% per year
5 year average Growth Rate = 1.63% per year

Desired Trend and Performance Target:

The goal is to slow or reduce the rate of increase in vehicle miles traveled per capita in Lincoln.

Data Sources:

- Lincoln/Lancaster County Planning Department

Why is this important?

Vehicle miles traveled (VMT) serves as a proxy for how well localities are incorporating the principles of accessible and walkable communities, increased public transportation and a shift away from development practices centered on the automobile. VMT correlates with several economic and lifestyle factors such as increased car ownership, dispersed development patterns, low unemployment rates, and gross domestic product.

Key Observations

The rate of increase in vehicle miles traveled in Lincoln slowed considerably between 2007 and 2013 due in part to increased fuel prices and the economic downturn. Between 2014 and 2019, VMT increased significantly compared to past years.

How are we doing?

In 2019, 5.52 million vehicle miles were traveled on Lincoln's streets each day, which equates to roughly 19 miles per person. Vehicle miles per person has ranged between 18.6 and 19.2 per person since 2011. In 2019, Lincoln was below the statewide average of around 30 miles per person.

What does this mean?

Over the past 18 years, VMT on Lincoln's streets has increased 20 percent. Although this has been caused by several factors, it has resulted in increasing demand on public infrastructure.

Environmental Sustainability

Goal: A transportation system that enhances the natural, cultural, and built environment.

2

Performance Measure 2:
Mobile source emissions

Baseline Data:

Daily Emissions Totals

Emission Type	2015
Volatile Organic Compounds (tons VOC) – Summer	4.6
Nitrogen Oxides (tons NO_X) – Summer	8.4
Carbon Monoxide (tons CO) – Winter	47.7
Greenhouse Gases (tons CO_2 Equivalent) – Summer	3,591
Greenhouse Gases (tons CO_2 Equivalent) – Winter	2,840

Note: Mobile source emissions are calculated approximately every five years as an element of the Lincoln MPO Long Range Transportation Plan update process.

Desired Trend and Performance Target:

The goal is to slow or reduce the rate of increase in mobile source emissions per capita in Lincoln.

Data Sources:

- Lincoln MPO regional travel demand model and Motor Vehicle Emission Simulator (MOVES2014) calculations

Why is this important?

Air quality is important for public health, environmental sustainability, and a good quality of life. Mobile source emissions are a significant contributor to overall air quality. The five air pollutants shown in the table to the left are commonly associated with motor vehicles.

Key Observations

The US Environmental Protection Agency maintains air quality criteria and may reduce them (meaning they are more stringent) over time. Air quality standards for 8-hour Ozone measurements, which relate to vehicle emissions, were reduced in 2015.

How are we doing?

The Lincoln area is currently in attainment for the National Ambient Air Quality Standards (NAAQS) under the Clean Air Act. Based on the 2040 Long Range Transportation Plan, the Lincoln area is expected to remain in attainment of the federal air quality standards in the future.

What does this mean?

Residents of the Lincoln area enjoy good air quality, and the air quality is expected to remain good going forward. In fact, future years are expected to see progressively lower emission rates due to federal emission regulations and improvements in vehicle technologies. As older vehicles are replaced with newer ones, lower emissions are expected.

Environmental Sustainability

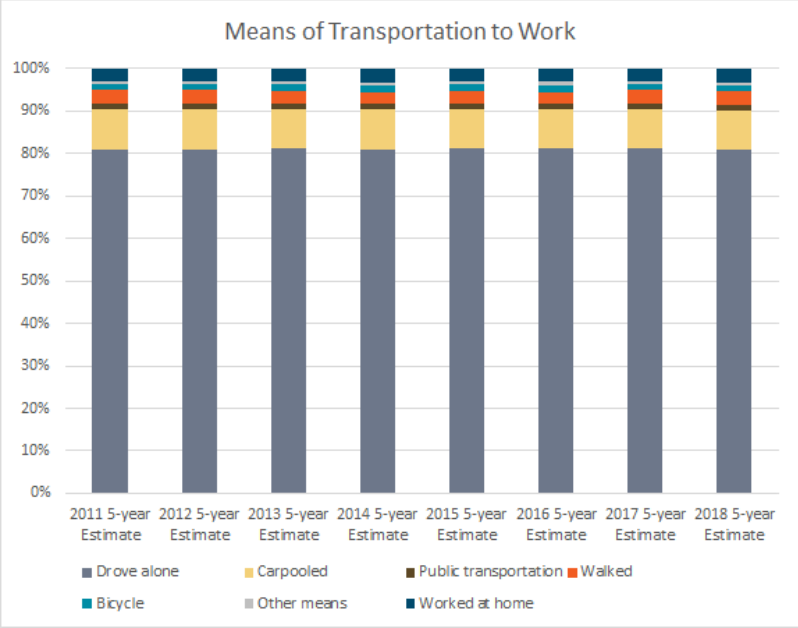
Goal: A transportation system that enhances the natural, cultural, and built environment.

3

Performance Measure 3:
Mode split

Baseline Data:

Mode share of non-SOV work trips in Lincoln = **19.0%** (2018 5-year estimate)



Desired Trend and Performance Target:

The goal is to increase the mode share and percent of non-SOV work trips in Lincoln.

Data Sources:

- American Community Survey (ACS) 5-year estimates
- **Note**: A rolling 5-year average is used to monitor changes in this measure over time.

Why is this important?

The way in which workers get to and from work is an important transportation metric. Driving alone is by far the most commonly used mode of transportation in Lincoln. More than four out of five residents drive alone to work. Encouraging more residents to use commuting methods other than the single occupant vehicle (SOV) is important to enhance economic development and diversification, help build community ties, improve quality of life through modal choice, and promote a healthy lifestyle.

Key Observations

The portion of work trips made by non-SOV has remained very consistent in recent years at approximately 19 percent.

How are we doing?

The 2018 5-year estimate shows that Lincoln residents used the following modes to travel to work:

- 81.0% drove alone (SOV)
- 9.1% carpooled
- 1.4% used public transportation
- 3.3% walked
- 1.3% bicycled
- 0.6% used other means (taxi, motorcycle)
- 3.3% worked at home

What does this mean?

Many factors impact the mode choice by commuters including, but not limited to, fuel prices, travel time, infrastructure conditions and availability, education, convenience, income, weather, parking (for bike or vehicle), cultural norms, availability of showers/lockers at work, and overall personal preference.

Environmental Sustainability

Goal: A transportation system that enhances the natural, cultural, and built environment.

4

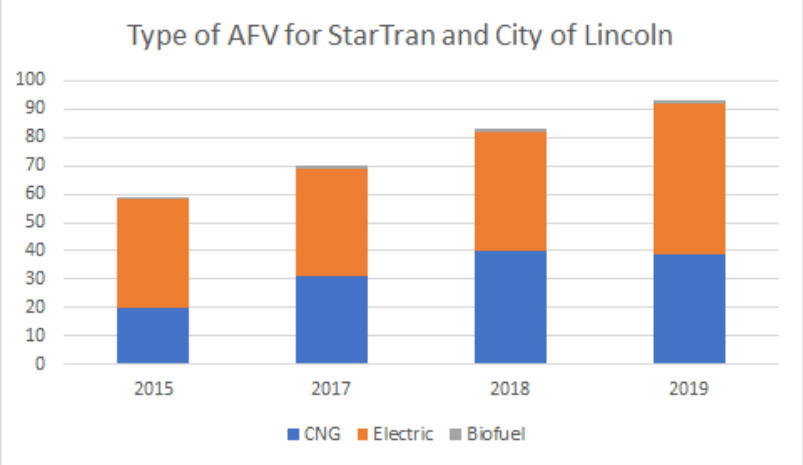
Performance Measure 4:
Number of alternatively fueled (AFVs) in fleet

Baseline Data:

StarTran (2019):
4 Electric Buses
24 Compressed Natural Gas (CNG) Buses
11 CNG Paratransit Vehicles

City of Lincoln (2019):
4 CNG passenger sedans
1 biofuel passenger sedan
47 electric hybrid passenger sedans
2 electric passenger sedan

Total: 93 AFVs (2019)



Desired Trend and Performance Target:

The goal is to replace aging fleet vehicles with traditional combustion engines with alternative fueled vehicles over time.

Data Sources:

- Lincoln Transportation and Utilities
- StarTran

Why is this important?

Increasing the share of AFVs in the region contributes to the objectives of reducing air pollutant emissions and dependency on fossil fuels. Alternative fuel refers to fuels that are used in place of gasoline and diesel fuel; the US Environmental Protection Agency refers to them as clean fuels and defines them as those fuels that create less pollution than today's gasoline. The US Department of Energy lists AFVs as biodiesel, electricity, ethanol, hydrogen, methanol, natural gas, propane, p-series, and solar energy.

Key Observations

StarTran added 23 new AFVs have been added to StarTran in the past three years. The City of Lincoln fleet added 11 electric/electric hybrid passenger sedans for fleet vehicles in the past two years.

How are we doing?

In 2015, StarTran and the City of Lincoln had a combined total of 59 AFVs in service. With 93 in service in 2019, this reflects a 57% increase in the total AFVs in service.

What does this mean?

The City continues to add more AFVs to their fleet over time. As older vehicles that operate on traditional fossil fuels reach their useful lifespan, they will be replaced by more fuel efficient or electric vehicles.

Environmental Sustainability

Goal: A transportation system that enhances the natural, cultural, and built environment.

5

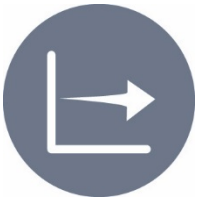
Performance Measure 5:

Miles of minimal impact projects (2+1) completed

Baseline Data:

Street Segment	Length (miles)	Year
Adams St from 57th St to 63rd St	0.44	2011
Holdrege St from 70th St to 79th St	0.62	2011
N. 70th St from Aylesworth Ave to X St	0.39	2011
Fremont St from 48th St to 70th St	0.23	2011
Pioneers Blvd from Hwy 2 to 56th St	1.65	2012
S. 56th St from Randolph St to South St	1.00	2013
North 1st St from Superior St to Cornhusker Hwy	1.5	2013
Van Dorn St from 33rd St to 37th St	0.25	2015
S. 40th Street from Pioneers Blvd to Gertie Ave	0.40	2020

Desired Trend and Performance Target:



The City of Lincoln will construct additional 2+1 cross-section streets as resources and opportunities are developed.

Data Sources:

- Lincoln Transportation and Utilities

Why is this important?

Preserving the value and character of existing neighborhoods is an important consideration and efforts should be made to minimize impacts on established neighborhoods and investments. In the past, many transportation projects in our country displaced citizens, destroyed valuable cultural resources, and displaced or divided neighborhoods. Transportation planning has since evolved to include a strong link to environmental justice, which is both desirable and required. It is vitally important that the residents, particularly those with larger underrepresented populations, be involved in transportation planning decisions and that these decisions consider and work to protect those resources important to neighborhoods.

Key Observations

Since 2015, one 2+1 project was constructed in 2020.

How are we doing?

Most of the streets that have been identified for a 2+1 cross-section have been constructed. The remaining streets that have identified will be constructed as the needs arise and funding is available.

What does this mean?

The City of Lincoln uses a 2+1 cross-section, that is two travel lanes (one in each direction) with a striped two-way left turn lane, instead of widening to a full four-lane road where contextually appropriate. This cross-section can increase mobility and enhance safety with minimal impacts to the surrounding land uses.

Funding and Cost Effectiveness

Goal: Collaboration in funding transportation projects that maximizes user benefits.

1

Performance Measure 1:
Cost per user of completed projects

Baseline Data:
Not available.

Desired Trend and Performance Target:
Data unavailable.

Why is this important?
Projects should not be compared strictly on the basis of costs. A large project will have a high cost; however, that project may have a profound positive effect on the overall transportation system. Both costs and benefits must be evaluated when prioritizing projects. A benefit-cost analysis is frequently used to demonstrate economic justification for transportation projects. Because a benefit-cost analysis requires extensive data and analysis to monetize a project's benefits (many of which are difficult to readily monetize), this performance measure—cost per user of completed projects—represents a simplified approach to considering the cost effectiveness of public investment in transportation projects.

Key Observations
Not available.

How are we doing?
Not available.

What does this mean?
Not available.

Funding and Cost Effectiveness

Goal: Collaboration in funding transportation projects that maximizes user benefits.

2

Performance Measure 2:
Proportion of completed projects subjected to life cycle cost analysis

Baseline Data:
Not available.

Desired Trend and Performance Target:
Data unavailable.

Why is this important?
Life cycle cost analysis evaluates the total economic worth of a transportation project by analyzing the initial capital costs and discounted future costs including maintenance, reconstruction, and operating costs over the life of the project. A life cycle cost analysis can be used in the alternatives analysis phase, providing a comparison of total cost of various investment options.

Key Observations
Not available.

How are we doing?
Not available.

What does this mean?
Not available.

Funding and Cost Effectiveness

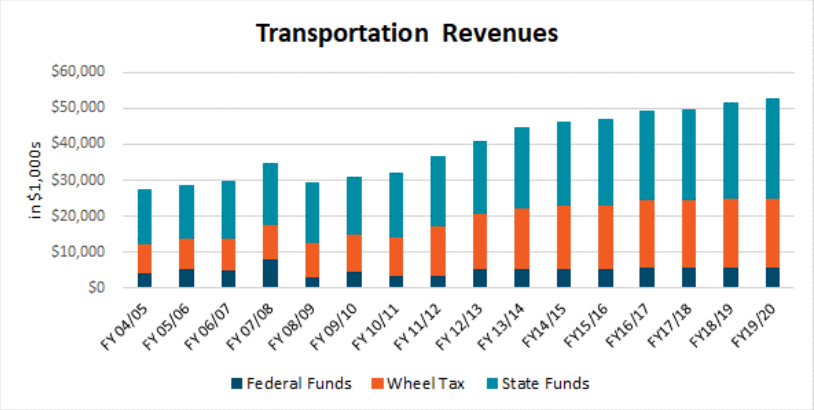
Goal: Collaboration in funding transportation projects that maximizes user benefits.

3

Performance Measure 3:
Annual funding for transportation projects

Baseline Data:

Annual funding for transportation projects = $74 million (FY 19/20)



Desired Trend and Performance Target:

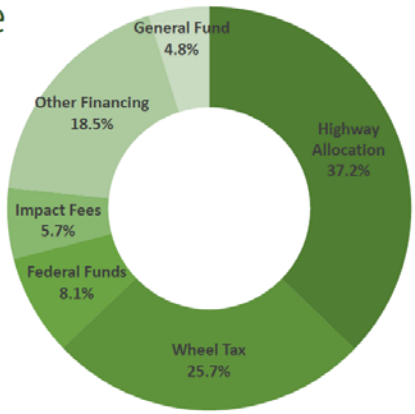
Increase funding for transportation projects in order to address the transportation needs in the Lincoln Planning Area.

Dedicated Revenue

$74MM Annual Budget*

- Wheel Tax - CIP
- Impact Fees - CIP
- State Highway Allocation - O & M and CIP
- General Fund - CIP
- Surface Transportation Block Grant Program (STBGP) – CIP

Source: City of Lincoln Transportation and Utilities Department
* Without RTSD Funds of $1.2 million



Data Sources:

- Lincoln Transportation and Utilities

Why is this important?

In the past, the primary source of funds for the nation's streets was the federal gas tax. But, the federal gas tax has been stagnant for more than 20 years, while construction inflation has increased an average of five percent per year. Local and state initiatives have been a tremendous help in closing the gap in transportation funding.

Key Observations

Transportation revenues have increased steadily since 2009. Federal funds, State Funds and Wheel Taxes account for 71 percent of transportation revenues for Lincoln. Additional revenues are collected through impact fees, general funds and other financing options.

How are we doing?

In Fiscal Year (FY) 2019/2020, the City of Lincoln had access to approximately $74 million in transportation funding that was used to fund street repair and rehabilitation, roadway and intersection improvements, signal upgrades, and bicycle and pedestrian enhancements.

What does this mean?

Although funding for transportation projects has increased every year since 2009, the transportation revenues have not kept pace with the construction cost inflation of approximately five percent per year. A new quarter cent sales tax was approved in 2019 and revenue will help address some of the transportation funding gap.

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